



Concept Environmental and Social Review Summary

Concept Stage

(**ESRS Concept Stage**)

Date Prepared/Updated: 07/13/2022 | Report No: ESRSC02889



BASIC INFORMATION

A. Basic Operation Data

Operation ID	Product	Operation Acronym	Approval Fiscal Year
P177964	Investment Project Financing (IPF)	Urban Mobility and Spatial Development	2024
Operation Name	Urban Mobility and Spatial Development		
Country/Region Code	Beneficiary country/countries (borrower, recipient)	Region	Practice Area (Lead)
India	India	SOUTH ASIA	Transport
Borrower(s)	Implementing Agency(ies)	Estimated Appraisal Date	Estimated Board Date
Government of Tamil Nadu	tnidb	01-May-2023	21-Sep-2023

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Proposed Development Objective

The project seeks to strengthen institutions in their integrated delivery of sustainable spatial planning and urban mobility in CMA

Financing (in USD Million)	Amount
Total Operation Cost	573.00

B. Is the operation being prepared in a Situation of Urgent Need of Assistance or Capacity Constraints, as per Bank IPF Policy, para. 12?

No

C. Summary Description of Proposed Operation [including overview of Country, Sectoral & Institutional Contexts and Relationship to CPF]

Sustainable urban planning and urban mobility requires robust and integrated planning and implementation, supported by strong institutions and innovative financing frameworks. This process starts with a detailed



understanding of citizens' needs with a special focus on vulnerable groups such as women, children, differently-abled and the aged, and the development of comprehensive plans to address such needs, based on Green, Resilient, Inclusive, efficient for Development and Safe (GRIDS) principles. As shown internationally and across India, plans alone however do not suffice, as implementation of integrated solutions requires a level of inter-institutional coordination supported by effective implementation mechanisms that are often lacking. This project will strengthen both overall planning and implementation of integrated solutions requiring cooperation across multiple agencies including master planning, neighborhood and corridor development, multimodal integration, mobility resilience and road safety. Some interventions will be at system level (multimodal integration, resilience, road safety, parking, and EV charging), with a focus on institutional capacity building, technical services, and digital solutions. Others will have a specific geographic scope (2 neighborhood plans, 6 mega street area programs, priority safe and resilient highways, TOD Corridor, multimodal integration). The latter will be at a scale large enough to have demonstrative impacts and include roadmaps for replication across the metropolitan area. Those activities will not entail new roads, but rather a reinvention of existing roads and highway based on GRIDS principles necessitating interagency cooperation. Activities proposed under this project were identified based on their GRIDS impact potential in complementarity with the many projects (metro, bus, ITS) already underway in Chennai. Greening (reduced GHG emissions and air pollutants) will take place through: (i) the development of a metropolitan masterplan that aligns transport and land use, based on TOD principles, reducing the need for motorized vehicle; (ii) enhanced multimodal transport and walkability; (iii) traffic demand management through area-based parking management; (iv) accelerated e-mobility uptake through rolling out a charging network; and (v) policies and regulations through CUMTA with respect to freight logistics, new mobility solutions and transition to less polluting vehicles. Resilience would be enhanced through system planning, design engineering, operations and maintenance adjustments, contingency programming and embedding resilience in financing and institutional approaches to address flood and health risks and applied to critical network links. Inclusion would be fostered through active engagement and consultation of different types of users (gender, age, income group, mobility level (differently abled)), focusing on a safe, accessible and healthy environment for all, monitoring of performance across each area within the metropolitan area and reflecting feedback in annual mobility plans. Development efficiencies would be reaped through planning and implementing quality urban environments (neighborhood and corridors), enhanced accessibility provided by integrated shared mobility options, leveraging private sector innovation and capital in developing infrastructure (bus terminals, TOD) and delivering shared mobility, and enhancing the use of fixed rail assets. Safety would be enhanced through the implementation of a Safe System Approach across road types (urban highways and streets), considering the heavy role of motorized two-wheelers and pedestrians in the mode split.

D. Environmental and Social Overview

D.1. Detailed operation location(s) and salient physical characteristics relevant to the E&S assessment [geographic, environmental, social]

Chennai, capital of Tamil Nadu, is located at 13.04°N 80.17°E on the southeast coast of India and in the northeast corner of Tamil Nadu. It is positioned in Coromandel Coast off the Bay of Bengal which is known as the Eastern Coastal Plains. The city has an average elevation of 6 metres with highest point of 60 m above sea level. The city together with the adjoining regions constitutes the Chennai Metropolitan Area (CMA), with an area of 1,189 sq km. Chennai is divided into four broad regions: North, Central, South, and West. North Chennai is primarily an industrial area. South Chennai and West Chennai, previously mostly residential, are fast becoming commercial, home to a growing number of information technology firms, financial companies and call centres. The city is expanding rapidly along the Old Mahabalipuram Road and the Grand Southern Trunk Road (GST Road) in the south and towards Ambattur,



Koyambedu and Sriperumbudur in the west. Central Chennai comprises residential elements, but is primarily home to downtown and surrounding areas. In this context, the project will strengthen both overall planning and implementation of integrated solutions requiring cooperation across multiple agencies including neighborhood development, multimodal integration, mobility resilience and road safety in Chennai Metropolitan Area (CMA). Some interventions will be at system level [multimodal integration, resilience, road safety, parking, and electric vehicle (EV) charging], with a focus on institutional capacity building, technical services, and digital solutions. Others will have a specific geographic scope (two Neighborhood Plans, six Mega Street Programs, three Smart Highways) within CMA with a roadmap for replication to other metropolitan areas. The 2019 study conducted for development of the Chennai Comprehensive Mobility Plan by CMDA revealed that buses and non-motorized transport modes (NMT) accounted a bit over 50 per cent of all trips—walking (25.10%), cycling (2.9%), and bus (22.60%)—in Chennai. Of this, lower income group, particularly women’s reliance on these modes are much higher. However, there has been a steady increase in use of personal motorized vehicle, especially two wheelers (29.60%), resulting in decline in use of buses and non-motorized transport. Poor quality and unavailability of bus services, concerns over women safety in public spaces and limited NMT facilities are some of the key challenges contributing to this trend. The transition from motorized to non-motorized can lead to far-reaching reductions in social, health and environmental risks related to air and noise pollution exposures, congestion and road fatalities, that falls disproportionately on disadvantaged groups who already have limited access to social and economic opportunities. The challenge for Chennai is to deliver seamless and safe citizen-centric mobility services with a special emphasis on ensuring integration across modes and improving the quantity and quality of bus services, pedestrian and cycling infrastructure. Under the Megastreet and Smart Highway Program, the project will expand and modify existing roads by retrofitting them to enhance safety, resilience, multimodal transport. The roads to be modified are 100 km and none of them are crossing natural habitats. However, the streets to be modified are surrounded by commercial and residential buildings accounting for a significant amount of pedestrian movement, especially during the rush hours. Roadside trees and public gardens are common. Rivers and other water bodies are present in the city. There are multiple utility infrastructures (for example, telecommunication, water supply, sewage, drainage) along the roads. Some of the roads are located near the sea. The CMA is characterized by old temples, churches, markets and historically important buildings which are considered as Cultural Heritage.

D. 2. Borrower’s Institutional Capacity

The implementation arrangements for the UMSD project will mirror the Chennai City Partnership (CCP) PforR. Tamil Nadu Infrastructure Development Board (TNIDB) in its capacity as a Program Management Unit (PMU) for the CCP PforR will function as the PMU for the UMSD project. TNIDB will coordinate the Project Implementation Unit (PIU) in the Greater Chennai Corporation (GCC), the Metropolitan Transport Corporation (MTC), Chennai Metropolitan Development Authority (CMDA), Tamil Nadu Road Sector Project (TNRSP), Chennai Metro Rail Limited (CMRL) and Southern Railways. The PIUs will coordinate and implement the mega street and smart highway activities. At present, MTC and GCC have designated environmental and social experts to manage, monitor and report on environmental and social risks and impacts under the CCP PforR. Similar arrangements will be made with the remaining implementing agencies (TNRSP, CMDA, CMRL, Southern Railways).

The environmental and social experts in the implementing agencies will be responsible for implementing and reporting on environmental and social risk management of individual sub-project activities in their respective domains to the PMU. In addition, PMU will hire an Environmental and Social Assessment (ESA) consulting firm to prepare the required environment and social instruments in accordance with Bank’s Environmental and Social Framework. The assessments will evaluate the current institutional capacity of all implementing agencies and inform requirement for additional resources to manage, monitor and report on environmental and social risks and impacts.



Given the scope of this proposed project, continuous capacity building initiatives of the PMU and implementing agencies will be carried out to manage environmental and social risks under the project.

II. SCREENING OF POTENTIAL ENVIRONMENTAL AND SOCIAL (ES) RISKS AND IMPACTS

A. Environmental and Social Risk Classification (ESRC)

High

Environmental Risk Rating

Substantial

Overall, the project will elevate the living conditions by incorporating the features of livability, mobility and efficient utility Infrastructure. The environmental condition too is expected to improve by reducing the impacts of flooding, improved ground water quality and recharge, shading for walkers and distinct lane for cyclist which eventually helps in reducing Green House Gases. The project activities, particularly for the mega street and smart city take place in a crowded urban context leading to pedestrian-vehicular conflicts, health and safety risks to workers and communities. The project may result in potential pollution impacts due to dust, heat, light, noise, and vibration; generation of waste - solid wastes including plastics, construction/demolition waste, hazardous and e-waste when streets are upgraded and access roads as constructed. It may also have impacts on the coast if proper mitigation measures are not in place as some activities under Component 2 would be implemented close to the coast. Impacts, however, are largely manageable, contained and localized and no residual negative environmental impacts are envisaged. Component 1 will contribute positively by supporting the preparation of a master plan for the metropolitan area, following GRIDS principles. Component 2 will include a detailed program to address road safety hazards. Considering potential risks and impacts and the limited capacity of the implementing agency to enforce environmental management plans the environmental risk is rated as substantial at this stage.

Social Risk Rating

High

The social risk for the project is considered 'high' given the uncertainty associated with the number of PAPs to be either physically and/or economically displaced in a densely populated urban setting together with the multiple and fragmented implementing entities involved. Physical works will be carried out in densely populated urban setting, with potential land acquisition, resettlement and rehabilitation, associated accessibility and vulnerability impacts. While the on-going CCP PforR will build environmental and social systems to manage social risks, the program is at a nascent stage. At this stage, capacity of the implementing agencies to manage, monitor and report on E&S risks and impacts is deemed low for the UMSD project, although it will be strengthened gradually through the CCP PforR. While the exact social risks and impacts of this project will only be known during the assessments, some of the project activities could potentially lead to: (a) involuntary displacement of non-titleholders and small businesses; (b) public health and safety concerns, including public inconvenience in densely populated areas due to construction related activities; (c) sexual exploitation and abuse, sexual harassment from construction workers, together with other temporary impacts of project induced labor influx, (d) non-compliance of labor standards during the construction activities and lastly (e) weak capacity of multiple institutions to effectively manage, monitor and report on social risks. Risks pertaining to inadequate stakeholder engagement during the development of city's third master plan, neighborhood plans, multimodal integration plans, road safety management, city-wide parking management and bus terminal development, are also foreseen. That said, social risk rating will be re-visited during preparation as more information becomes available on potential social risks and impacts. To mitigate these risks, the following instruments will be prepared by the client, consulted upon, and disclosed prior to project appraisal: Resettlement Policy Framework (RPF), Stakeholder Engagement Plan (SEP), Labor Management Procedures (LMP), including OHS

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requirements and the Environmental and Social Commitment Plan (ESCP). As the construction of six mega-streets and upgradation of three arterial roads under Smart Highways will be undertaken on priority basis, sub-project specific Environment and Social Impact Assessments (ESIAs), Environmental and Social Management Plans (ESMPs) and Resettlement Action Plans (RAPs) of these priority investments will be prepared and disclosed prior to appraisal.

Sexual Exploitation and Abuse/Sexual Harassment (SEA/SH) Risk Rating

Moderate

A 2018 study conducted by an organization in Chennai found that more than 50% of women interviewed had faced some form of harassment while traveling on public transport. The response indicated that 44.5% women faced verbal harassment (sexual comments, noises, catcalling), while a large share of respondents faced physical (deliberate touching, leaning/rubbing, cornering, groping, or pinching) – 83.7%; and visual harassment (sexual looks or gestures) – 50.8%. In addition to the application of the Sexual Exploitation and Abuse/Sexual Harassment (SEA/SH) risk assessment tool, the project being implemented in an urban setting that is easier to monitor, led to the SEA/SH risk being rated as Moderate at concept stage. The USMD project will mirror the Chennai City Partnership (CCP) PforR that has supported the establishment of Chennai Gender and Policy Lab to help the implementing agencies plan, organize, execute, and monitor holistic programs aimed at making Chennai gender inclusive and safe, using tools like Safetipin to understand challenges and remedial actions to enhance the urban environment. In addition, the Lab is coordinating and enhancing the effectiveness of activities under the Women’s Safety in Public Space program supported by GoI’s Nirbhaya Fund, with a special emphasis on enhancing women’s safety in and use of both public transport and public spaces in the city including monitoring the grievances. The USMD activities, especially development of physical infrastructure such as mega-streets and smart highways could potentially lead to hiring of contract workers, resulting in temporary influx of labor which could expose local communities to SEA/SH risks. Female project staff of all implementing agencies, consultants and contractors may also be at risks of sexual harassment (SH) at the workplace. During the assessments, Borrower will assess the capacity of each agency to manage and address such risks through their existing LMPs, worker CoCs, and GRMs and accordingly, develop a SEA/SH Prevention and Response Action Plan that aligns with the activities of the Gender and Policy Lab as part of the ESIA to mitigate risks to project workers and communities. The SEA/SH risks will be re-assessed during appraisal stage and the ESCP will include appropriate actions with timebound commitments.

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B. Environment and Social Standards (ESSs) that Apply to the Activities Being Considered

B.1. General Assessment

ESS1 Assessment and Management of Environmental and Social Risks and Impacts

Overview of the relevance of the Standard for the Operation:

ESS 1 is relevant. Potential E&S risks and impacts are outlined under the E&S risk ratings above, including impacts on health and safety of workers and communities, construction-related environmental impacts and physical and/or economic displacement of people in a densely populated urban setting. Sub-project project level Environmental and Social Impact Assessments (ESIAs) will be prepared by the Borrower by appraisal as the project sites for priority sub-projects/investments under the megastreet and road construction are identified during project preparation. The ESIAs will assess institutional capacity needs and challenges of the PMU (TNIDB) and all implementing agencies (GCC, MTC, CMDA, TNRSP, CMRL and Southern Railways) required to apply ESSs and implement the country legal framework that aligns with the ESSs applicable for the project. The ESIAs will be proportionate to the potential risks



and impacts of the projects, and will assess, in an integrated way, all relevant direct, indirect and cumulative environmental and social risks and impacts, including those specified in ESSs relevant to the project.

In accordance with the Sexual Exploitation and Abuse/ Sexual Harassment (SEA/SH) risk assessment tool for projects with civil works, the Project is assigned a moderate risk rating for SEA/SH at this stage. As construction of six mega-streets and upgradation of three arterial roads under Smart Highways will be undertaken on priority basis, sub-project specific Environmental and Social Impact Assessment (ESIAs) including Environmental and Social Management Plans (ESMPs) and if required, Resettlement Action Plans (RAPs)/ will be prepared. Resettlement Policy Framework (RPF), along with Stakeholder Engagement Plan (SEP), (Labor Management Procedures (LMP), including OHS requirements, and the Environmental and Social Commitment Plan (ESCP) will be prepared to guide the preparation of sub-projects that are yet to be identified. These documents will be consulted upon and disclosed in line with the requirements of the ESF by appraisal. The ESMP will commit to preparation of any follow-on mitigation plans for remaining investments on a timeframe agreed with the Borrower. Since Component 1 will support the development of CMA Third Masterplan by CMDA, applying a spatial planning approach based on GRIDS principles, and the development of neighborhood and corridor plans, a Strategic Environmental and Social Assessment (SESA) will be prepared/integrated after project effectiveness/during implementation as part of the Masterplan preparation. The master plan is used in the cities to demarcate zones and assign land-uses for upgrading and constructions of infrastructures. The SESA will examine environmental and social risks and impacts incorporated in ESS1 through 10 for the proposed plans. This upstream identification of environmental and social risks will provide useful inputs in terms of the options for planning, investments and prioritization and as well as the determination and preparation of site specific assessments and plans.

ESS10 Stakeholder Engagement and Information Disclosure

ESS 10 is relevant. It is necessary to ensure that a consistent, comprehensive, coordinated and culturally appropriate approach is taken for stakeholder engagement and disclosure of project related information. For this, a Stakeholder Engagement Plan (SEP) will be prepared and disclosed before project appraisal. The preparation of SEP will entail mapping of project stakeholders, project beneficiaries including disadvantaged or vulnerable groups who might be affected by the project; and analysis of their needs and levels of influence. Given the extensive nature of project activities proposed, diverse group of stakeholders will be involved in the project's decision-making, design and implementation. Currently, the identified key stakeholders include (a) transport and non-motorized transport users particularly women, Institutions working with street children and Educational Institutions for school children, persons with disabilities, sexual minorities, and other marginalised groups, (b) transport and urban planners, (c) various government departments such as Greater Chennai Police, Transport, Finance, Housing and Urban Development, Highways, Municipal Administration and Water Supply, GCP, GCC, Southern Railway, MTC, CMRL, Town & Country Planning Organization, Public Works Department, Pollution Control Board, etc.; (d) transport operators, drivers and conductors (public transport and intermediate public transport); (e) urban local bodies; (f) NGOs, research organizations and welfare or consumer associations; (g) consultants engaged for project preparatory surveys and studies/assessments, and (h) contractors. While grievance redressal mechanisms of GCC and MTC have already been assessed during the CCP PforR, the assessments will determine the efficiency of grievance mechanisms of remaining agencies. Where feasible and suitable for the UMSD project, the existing grievance mechanisms of implementing agencies will be utilized to the extent possible, supplemented as needed with project-specific arrangements. These will be outlined in the SEP. Appropriate arrangements for SEP implementation, including reporting and its updating



(as necessary) will be a condition in ESCP. All ESS plans and associated documents will be disclosed both in-country/locally as well as on Bank’s external website in English and Tamil, to be accessible and understood by all stakeholders. Project will ensure that GRM is responsive to SEA/SH incidents.

The COVID-19 pandemic poses a challenge for stakeholder engagement and disclosure of information. The requirements of ESS-10 during Covid-19 pandemic will be met by following national COVID protocols, as well as guidance set out in the World Bank’s “Technical Note: Public Consultations and Stakeholder Engagement in WB-supported operations when there are constraints on conducting public meetings” (March 20, 2020).

B.2. Specific Risks and Impacts

A brief description of the potential environmental and social risks and impacts relevant to the Operation.

ESS2 Labor and Working Conditions

ESS2 is relevant. Project activities include physical works such as construction of six mega-streets, upgradation of three arterial roads (smart highways), bus terminal development, Transit Oriented Development (TOD) corridor, and road safety initiatives, among others. This will involve: a) direct workers employed specifically by the implementing agencies for the project; b) contracted workers engaged in construction works, and consultancy service firms for specific deliverables and technical support (assessment, feasibility studies, economic evaluation, etc.) and c) primary supply workers associated with suppliers of goods, equipment, and construction material necessary for the project. There will be no involvement of community workers as the project doesn’t include CDD type activities that can involve community workers. All workers for the project will be hired as either direct or contracted workers who will hold employment contracts and receive wages expected to comply with local legislation and the requirements of ESS2. Construction related activities may require migrant workers from other parts of Tamil Nadu and sometimes from other states depending on the contractors’ requirement of skill sets. This will lead to labour influx and may have impacts on host communities for which mitigation plans will be prepared in accordance with ESS4 requirements (see below). The Labor Management Procedures (LMP) prepared by the Borrower will outline procedures and details of labor to be used by project activities. The bidding documents for construction works will include reference to the LMP to comply with the requirements of both ESS2 and country systems. Key aspects of the LMP pertaining to terms and conditions of employment, non-discrimination and equal opportunity, workers’ organization, the prohibition of child and forced labor, occupational health and safety (OHS) related to groundworks and excavation in urban areas, and a functioning grievance and redress mechanism for workers (including for SEA/SH related complaints), these requirements will also be included in Contractor’s ESMPs. The site specific ESAs/ESMPs will also propose the OHS measures to be applied in the sub-projects including contractor’s obligations on OHS.

ESS3 Resource Efficiency and Pollution Prevention and Management

ESS3 is relevant. The proposed project activities will have implication on water use and energy efficiencies as well as pollution management. Activities particularly under component 2 may cause adverse environmental and social impacts in relation to ESS3 due to: (i) disposal of construction wastes/debris, (ii) public health concerns due to air and noise pollution, and (iii) surface water and land contamination because of oil spillage. Further, there will be environmental



and social impacts on borrow-pits and quarries from which construction materials maybe sourced. If the upgrading and expansion of roads cause removal of light bulbs, an assessment will be done to check the content of the bulbs. If the bulbs contain mercury, measures to handle and dispose mercury containing wastes will be included in the ESIA/ESMP. The project is expected to reduce overall emissions associated with the mobility. The project activities are expected to generate low GHG emissions as construction is limited to small areas (to retrofit roads and provide access in several places) with heavy trucks vehicle and machine involvement. This will be further assessed during the ESIA preparation to better understand the significance of the GHG emissions during construction and operation. The borrower will need to adopt measures specified in the World Bank General Environmental Health and Safety Guidelines including the Industry Sector Guidelines for Infrastructure. Given the potential impacts, sub-project specific ESIA/ESMPs will provide measures for addressing soil and water pollution, dust and noise emission, management of hazardous and non-hazardous waste and closure of any ancillary facilities such as borrow-pits and quarries during the construction phase. The ESIA should provide a provision for cleaning up contaminated soils and water, if any. The Borrower should ensure that contractors source materials from approved quarries and license sites. The Borrower will make sure that these are duly accredited and have the necessary permits.

ESS4 Community Health and Safety

ESS4 is relevant. As the project will be implemented in high density urban areas of Chennai Metropolitan Area, potential community exposure to pollution and road safety concerns, including public inconvenience due to excavation and construction related activities are anticipated. Other risks associated with project is induced labor influx which could expose local communities to other public health risks such as communicable diseases, and sexually transmitted diseases, as well as SEA/SH and child and forced labor risks. The project will propose measures for mitigating risks associated with traffic and road safety, community exposure to health issues, labor influx and SEA/SH as part of the project-specific ESIA/ESMPs applicable to project workers (direct and contract) and community. Labor influx and SEA/SH related provisions will be informed by the World Bank's Good Practice Note on Addressing Sexual Exploitation and Abuse and Sexual Harassment (SEA/SH) in Investment Project Financing and the Guidance Note on Managing the Risks of Adverse Impacts on Communities from Temporary Project Induced Labor Influx.

ESS5 Land Acquisition, Restrictions on Land Use and Involuntary Resettlement

ESS 5 is relevant. The extent of land acquisition, resettlement and rehabilitation impacts expected as part of implementation of Component 2 and 3 is yet to be determined. A small amount of physical and economic displacement particularly of non-titleholders (street-vendors, encroachers, etc.) including residential and commercial establishments is expected along the proposed corridors for development of six mega-streets and select smart highways under the project. These activities will entail upgradation of existing roads and highways within the existing Right of Way. Land acquisition, if required will be kept at a minimum with feasible design alternatives. A Resettlement Policy Framework (RPF) of the project will be prepared following the national Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement (RFCTLARR) Act, 2013, Tamil Nadu RFCTLARR Rules and the requirements of ESS5. Additionally, together with the ESIA/ESMP Resettlement Action Plans (RAPs) will be prepared for priority investments covering 50 km of smart highways out of 100 km and 58 km of mega-streets out of 130 km, prior to appraisal. The RPF along with RAPs of priority investments will describe the different populations that could potentially be affected, the types of losses foreseen, and the compensation that will be offered to offset losses and restore livelihoods. The RPF along with ESIA/ESMPs, RAPs of priority investments will be



reviewed, consulted upon, approved, and disclosed both in the country and on the World Bank’s external website prior to the appraisal of the project.

ESS6 Biodiversity Conservation and Sustainable Management of Living Natural Resources

ESS6 is not relevant. The sites for the proposed Mega Street and Smart Highway construction are in urban residential and commercial areas. It is unlikely that the project will have impacts on natural habitat and any biodiversity values or ecosystem services as defined under ESS6.

ESS7 Indigenous Peoples/Sub-Saharan African Historically Underserved Traditional Local Communities

Not relevant to the project.

ESS8 Cultural Heritage

ESS8 is relevant. The CMA is characterized by old temples, churches, markets and historically important buildings which are considered as Cultural Heritage. For civil works activities under Component 2, the project should prepare a cultural heritage management plan as part of the ESIA to ensure that the cultural heritages sites are protected. It is also recommended that “chance find” procedures will be implemented in all construction activities. A Chance Finds Procedure will be outlined in the site-specific ESIA/ESMP and will form part of the contractor’s obligations (i.e. C-ESMPs).

ESS9 Financial Intermediaries

Not relevant to the project.

B.3 Other Relevant Operation Risks

- 1) A key institutional challenge centers around the need for strong coordination abilities at the TNIDB, given the need to work closely with a large number of stakeholders/line departments (e.g. MTC, GCC, CUMTA/CMDA, TNRSP, CMRL and Southern Railways) to implement interventions under Components 1, 2 and 3.
- 2) The ongoing COVID-19 global pandemic is also a risk for project preparation and implementation. Under such circumstances, preparation and implementation of the project activities, particularly, field surveys and civil works may experience delays. Supervision of activities may also be a challenge if COVID-situation worsens and restrictions are once again enforced.

C. Legal Operational Policies that Apply

OP 7.50 Operations on International Waterways No

OP 7.60 Operations in Disputed Areas No

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III. WORLD BANK ENVIRONMENTAL AND SOCIAL DUE DILIGENCE

A. Is a common approach being considered?

No

Financing Partners

Not applicable

B. Proposed Measures, Actions and Timing (Borrower's commitments)

Actions to be completed prior to Bank Board Approval:

The following documents/actions would be required prior to Bank Appraisal for this operation to allow for an informed decision-making, commensurate with issues/risks identified during project preparation:

- 1) ESIA/ESMPs, including RAPs as needed for priority sub-projects/investments under Megastreet and Smart Highways under Component 2
- 2) Stakeholder Engagement Plan (SEP).
- 3) Resettlement Policy Framework (RPF) (to guide in the preparation of Resettlement Action Plan once the sub-projects or individual project components are defined and the necessary information becomes available to assess the risk of economic and/or physical displacement).
- 4) Environmental and Social Commitment Plan (ESCP).
- 5) Labor Management Procedure (LMP), covering OHS requirements, among other aspects.
- 6) Institutional arrangements to facilitate application and implementation of ESF instruments.
- 7) Disclosure of SEP, LMP, RPF, sub-project specific ESIA/ESMPs including RAPs for priority investments and ESF in line with requirements set forth in the World Bank policies on Disclosure and ESF.

Possible issues to be addressed in the Borrower Environmental and Social Commitment Plan (ESCP):

The following key aspects are likely to be a part of Borrower's ESF:

1. Staffing and institutional capacity to manage environmental and social risks and impacts.
2. Preparation and implementation of sub-project specific instruments which is likely to go beyond the Appraisal Stage.
3. Strategic Environmental and Social Assessment will be prepared as part of the Masterplan during implementation.
4. Implementation and updating of Stakeholder Engagement Plan (SEP).
5. Implementation and monitoring of Labor Management Procedures (LMP).
6. Implementation of the RPF.
7. Disclosure of all ESF documents.
8. Prevention and response to Sexual Exploitation and Abuse/ Sexual Harassment (SEA/SH) risks.
9. Training and capacity building of project officials, line departments, contractors, consultants and other key staff on E&S management.
10. Provisions for managing unanticipated environmental and social risks/impacts.



11. Assessment of existing grievance redressal systems and proposing measures for strengthening them to handle project level as well as labour related grievances.

C. Timing

Tentative target date for preparing the Appraisal Stage ESRS

15-Dec-2022

IV. CONTACT POINTS

World Bank

Contact:	Gerald Paul Ollivier	Title:	Lead Transport Specialist
Telephone No:	5778+6594 / 66-2-6866594	Email:	gollivier@worldbank.org

Borrower/Client/Recipient

Borrower:	Government of Tamil Nadu		
Contact:	Prashant Wadnere	Title:	Additional Finance Secretary
Telephone No:	25673305	Email:	adls1.findpt@tn.gov.in

Implementing Agency(ies)

Implementing Agency:	tnidb		
Contact:	Jayanth Raghavan	Title:	Coordinator
Telephone No:	9810438868	Email:	jayanthraghavan@iifclprojects.com

V. FOR MORE INFORMATION CONTACT

The World Bank
1818 H Street, NW
Washington, D.C. 20433
Telephone: (202) 473-1000
Web: <http://www.worldbank.org/projects>

VI. APPROVAL

Task Team Leader(s):	Gerald Paul Ollivier
Practice Manager (ENR/Social)	Christophe Crepin Recommended on 13-Jul-2022 at 13:49:49 EDT

Public Disclosure

